



## June 2003 Edition

the Acquisition Management System (AMS) and not the FAR.

### New OMB A-76 Circular Released

The Office of Management and Budget (OMB) released the revised A-76 circular on May 29, 2003. According to OMB the revised A-76 circular will “(1) strengthen application of public-private competition, so agencies may realize improved performance of commercial activities, especially those that are performed by government personnel without competition or converted to contract without consideration of the government’s capabilities; (2) incorporate additional principles of the Federal Acquisition Regulation (FAR) into the public-private competition process, including the ability to conduct an expanded best value cost-technical tradeoff source selection process; (3) make agencies accountable to taxpayers for results achieved from public-private competitions, irrespective of the source or sector that performs the work; and (4) provide guidance for the transparent development of inventories of commercial and inherently governmental activities”.

OMB Budget Director Mitch Daniels believes there will be a significant cost savings from implementation of the new circular. Budget Director Daniels stated, “for quality service at the best price, competition beats monopoly every time. It is an established fact that fair competition can save taxpayers an average of 30 percent, whether the work is ultimately done in-house or by outsiders. Whoever wins the competitions, we can be confident that taxpayers will”. In order to underscore that A-76 is a competition Angela Styles, Administrator of OMB’s Office of Federal Procurement Policy, explains “those providing top-level service at the best value will win every time”.

ACA is currently reviewing the revised circular in order to access potential impacts to the current AFSS competition. One thing we know will be different is that the FAA uses

### Upcoming Events

#### PWS Regional Functional Scoping Site Visits

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|----------------|------------------|
| – Ft Worth, TX | June 3-June 5    |
| – Lansing, MI  | June 3- June 5   |
| – Seattle, WA  | June 10- June 12 |
| – Leesburg, VA | June 10- June 12 |

#### Studies Team Data Collection Studies

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|-------------------|---------|
| – Millville, NJ   | June 4  |
| – Tech Center, NJ | June 5  |
| – Altoona, PA     | June 11 |
| – Elkins, WV      | June 18 |
| – Leesburg, VA    | June 19 |

ATCA Symposium June 25

ACA/MITRE AFSS Forum July 7

### PWS Team Continues Functional Scoping Efforts

The PWS team is presently working on developing a document, called an “activity dictionary,” that catalogs the multitude of services currently provided by the AFSS community across the nation. In order to gather as much information as possible from the field and to better understand those activities unique to specific facilities, eight regional workshops were scheduled for this phase of the PWS development process. As we go to press, we have completed the first four visits, which were to BGR for ANE, MIA for ASO, HHR for AWP, and STL for ACE.



Before setting out to the four remaining regions, the team met in Alexandria, VA during the week of May 19-23 to review the hundreds of specific tasks thus far collected. The activity dictionary has been reorganized into what we hope is a more useable format that will hopefully provide future workshop participants the ability to focus on their unique functions. Certain activities have been combined or relocated to more appropriate areas of the activity dictionary. None of the data collected has been lost. Overall we hope that the changes will result in a more readable, logical document that will prompt facilities into thinking about their operation, and to provide those unique things that have not yet been collected.

The team would like to thank those participants and facilities that have attended or are about to attend the workshops. It is clear to your PWS team that Flight Service provides unquestioning support to a tremendous breadth of customers both internal and external. There remains however, much work to be done. Please continue to think about this process, examine our releasable products, and provide your information to us. It is extremely important to catalog the myriad of services provided by AFSSs and show how critical these services are to aviation safety.

## Studies Team Update

Under the AFSS A-76 competition a small, multi-disciplinary group of individuals have been identified to form the Studies Team. The Studies Team has been tasked to investigate, study, and issue findings on critical elements that will affect the decisions and products of the PWS and Acquisition teams. These studies, among others, include: a Facilities & Equipment Current Baseline; an As-Is Cost Baseline; a Leased Assets Inventory; and, a Technological Constraints of the AFSS Architecture. Key members of the Studies Team include: MITRE/CAASD, Grant Thornton, Wein and Associates, ASD-400, and AFZ-400.

The Studies Team has been feverishly working in the areas of database development, requirements definition, data collection, and project management. In just the past few weeks, the Studies team has contacted numerous key organizations within the FAA to provide technical, financial, accounting, leasing, and operational support information. The Studies team has identified, and is in the

process of obtaining access to, over 15 FAA information management systems. The Studies team has been briefed by AFZ-200 on Real Estate Management and AFSS Leases, AFZ-400 on Cost Accounting by Service Delivery Point (SDP) and Expense Categories as related to AT/AF for AFSSs, AOS-500 on using AFTechNet for

Modification Tracking, AOS-800 on FTI Lessons Learned, ATX-400 on use of CAATS Portal, AOP-400 on Contract Maintenance, and MITRE/CAASD on Risk Management.

Over the next month, the Studies team will be visiting Altoona, Williamsport, Millville, Leesburg, Elkins, and Raleigh AFSSs to conduct physical configuration walkthroughs necessary in the development of the F&E current baseline. In addition, the Studies team will be visiting the Wm. J.

Hughes Technical Center in Pomona, NJ to meet with AOS and ACB to discuss AFSS facilities and field engineering management.

Lastly, the Studies Team has developed a strategy and schedule for the development of the work breakdown structure and activity based costing models. ASD and FAA will be taking the lead on this effort and will be developing the Basis of Estimate (BOE) for review by JRC1.

## Acquisition Team Update

The Acquisition Team is continuing to support activities associated with accomplishing a fair and open competition for the AFSS function. Recent significant events include the release of a Request for Information (RFI), review of the OMB Circular A-76 requirements as compared to the FAA's Acquisition Management System (AMS), and continued development of a consolidated acquisition schedule.

On June 2, 2003 the Acquisition Team publicly issued the RFI to solicit input on specific topics from all interested parties. Information received in response to the request will be given consideration during the preliminary planning process, assisting in determining the most appropriate acquisition methodology as well as developing the overall acquisition strategy. Provided with the RFI was additional background information currently available regarding the Competition. Based on this information, interested parties are asked to answer the stated questions and to provide additional input if desired. All interested

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parties are strongly encouraged to submit responses and we are looking forward to using them to better define our acquisition approach. The ACA study team will make its final determination as to the source selection process after review and consideration of the responses to the RFI.

With the recent release of the revised OMB Circular A-76, the Acquisition Team has also created a first draft of a comparison between the circular requirements and the FAA AMS process. For the most part, the intent of the Circular is well served by the AMS process. While there are a few areas that will need further review and clarification, both sets of guidance provide for fair and equal treatment of all competing parties. Therefore, we are encouraged to be pursuing the AFSS commercial activities competition under both the guidance of the revised Circular and the AMS.

We also are continuing the process of preparing a competition schedule. The emphasis is on determining a schedule that accommodates the complex administrative challenges of an A-76 competition while focusing adequate time and resources on developing an outcome based performance work statement as well as conducting a comprehensive technical evaluation of all offers and tenders. As stated above, the input received from the RFI will also be used to validate the schedule. There are many facets of this first FAA A-76 competition and as we continue to adapt to the new challenges, we want to have a schedule that supports the alternatives that will best achieve the goals of the competition.

For the future, the Acquisition Team is looking forward to receiving the RFI responses, nailing down the schedule and beginning implementation of the resulting acquisition strategy.

## **AFSS Forums**

Two forums are scheduled in the near future to provide information and hear concerns from different communities with vested interests in Automated Flight Service Stations. The first is a symposium sponsored by the Air Traffic Controller Association slated toward the vendor community, including that portion of the FAA that will also be responding to the acquisition. (The FAA participant is called the MEO or Most Efficient Organization). This meeting will include representatives from the Office of Management and Budget (OMB), industry, and the Union. We want to videotape this session and provide a condensed version to the AFSS filed personnel.

On July 7, 2003, the Office of Competitive Sourcing Acquisition, in conjunction with the MITRE Corporation will host the second forum.

A number of the pilot organizations have been invited to this forum, where information will be shared on the progress of the AFSS A-76 competition, as well as, an update on the PWS development process and the Web Based Survey.

The session will end with a lively customer/user panel moderated by Mr. Amr A. ElSawy, Senior Vice President and General Manager of the MITRE Corporation. The panel will address; concerns about the future of the AFSS services from a user's perspective, what users anticipate and hope for from the AFSS competition, and user expectations about quality in the AFSS arena.

## **Biographies**

The ACA team is diverse, experienced, and dedicated to delivering the highest quality product and service. The intelligence pool of this group comes from FAA Headquarters, Regional Offices, field facilities, stakeholder organizations, employee unions, other Federal Government agencies, and contract support companies. ACA is extremely fortunate to be able to draw upon the expertise of so many people.

Within this bulletin, please allow us to introduce another member of this team with additional biographies to follow in future editions

### **Marilyn Jackson-Brame, Deputy Director, Office of Competitive Sourcing Acquisitions**

Mrs. Jackson-Brame started her career with the Department of Navy in 1969 and transferred to FAA in 1974. She hired into the FAA's Air Traffic Control Developmental Program in the Flight Service Station Option. She is a product of the FAA's Management Training Program culminating with successful completion of the Air Traffic National Assessment Selection Program. Marilyn's field facility and headquarters experience is expansive. She has held positions as Journeyman Air Traffic Controller, Supervisor, Facility Manager, Regional Hub Manager, and Air Traffic Staff Specialist at the Headquarters level. Prior to coming to the Office of Competitive Sourcing Acquisition, Marilyn held the position of Flight Service Division Manager, tasked to develop and implement national policies and procedures and monitor the day-to-day activities of the 75 Flight Service Stations across the country.



## My First Day at ACA – A Student Intern

My name is Peter Niehoff and I was hired as an intern at the Federal Aviation Administration. I was informed that I would be working for the Office of Competitive Sourcing Acquisition where I received the title of Engineering Student Trainee. There were a number of questions in my mind about what ACA did, and how I would be a part of the team. Some of these questions were answered on my first day. Here is a brief description of some employees' (including myself) thoughts and feelings on their first day at ACA.

After orientation, I proceeded to the building where ACA is located. I had been given a quick overview of the theory behind A-76, but still was confused about the exact goals of ACA. Having lunch with Joann Kansier helped me understand the purpose of the competition, and why AFSSs were a good opportunity to apply an A-76 competition. I quickly began to understand the gravity of the outcome of this competition. The attitudes of all managers on the ACA team reflected this, as they seemed to take time and contemplate deeply the method of solving this issue. I felt on my first day that I would become part of a team with an important purpose, not to be taken lightly.

Several of the ACA team members that I met also had initial opinions of ACA, and the task at hand. One of the managers, James Sizemore, ACA-4, felt overwhelmed, but excited when he was transferred to the ACA division. Because he worked in another section of the FAA at the time, he realized what a huge challenge it would be to resolve this issue without affecting anyone negatively. James thought he could be valuable in keeping a level playing field between all parties. Jim Little, Division Manager for the AFSS Competition, also willingly took on the challenge that was offered to him. His primary objective was to participate in creating a fair and reasonable outcome from the A-76 competition.

There is no question that the task given to ACA is a difficult one. The outcome of the A-76 competition must be the result of many months of hard work and dedication. Being a new section of the FAA, all of the members of the ACA team are relatively new, however there is no lack of dedication and enthusiasm among them. The atmosphere in the office is one of hard working dedicated employees who realize the importance of their jobs, which is crucial for a significant competition such as this one.

## Questions and Suggestions

**Questions, comments, or suggestions for future content may be directed to the Communications Team at:  
[9-AWA-ATS-A76@faa.gov](mailto:9-AWA-ATS-A76@faa.gov)**

